



Tutaki (2019) Ltd KiwiRail RFH Submission

August 2021

Presented by Nathan Barnes

My submission today has two parts:

1. Ensuring suitable replacement access to our property including connectivity to transport routes, service providers, and support industries. On this topic I will be wearing my Tutaki / FGL Directors hat.



2. Demonstrating my opposition to the proposed closure of the Roberts Line Level Crossing and the intersection with Railway Road and presenting an alternative solution. On this issue, I will be representing the general PN public





Part 1.

Who is Tutaki (2019) Ltd?

Tutaki (2019) Ltd owns the property located at 422 A Railway Road shown here.

This property is directly impacted by the KiwiRail RFH, as the closure of Railway Road will remove the only access to the property.

This property is currently leased by **Farmgear Ltd**, of which I am also a Director. The directors of both companies are fully supportive of the RFH concept and are excited by the growth potential it offers PN.



A bit about Farmgear Ltd.....

Farmgear Ltd (formerly known as Maxam Machinery) was started by my father and commenced operation in 1988 from this same property (Dad owned the surrounding farmland at the time).

Farmgear Ltd is now a \$12m p.a enterprise, manufacturing and wholesaling four brands of Agricultural and Civil equipment for both the NZ and overseas markets .

Today, FGL employs 28 staff, and is growing fast. It has plans to extend its operation to significantly increase High-tech fabrication and Automation within its manufacturing facility over the next 2 years.



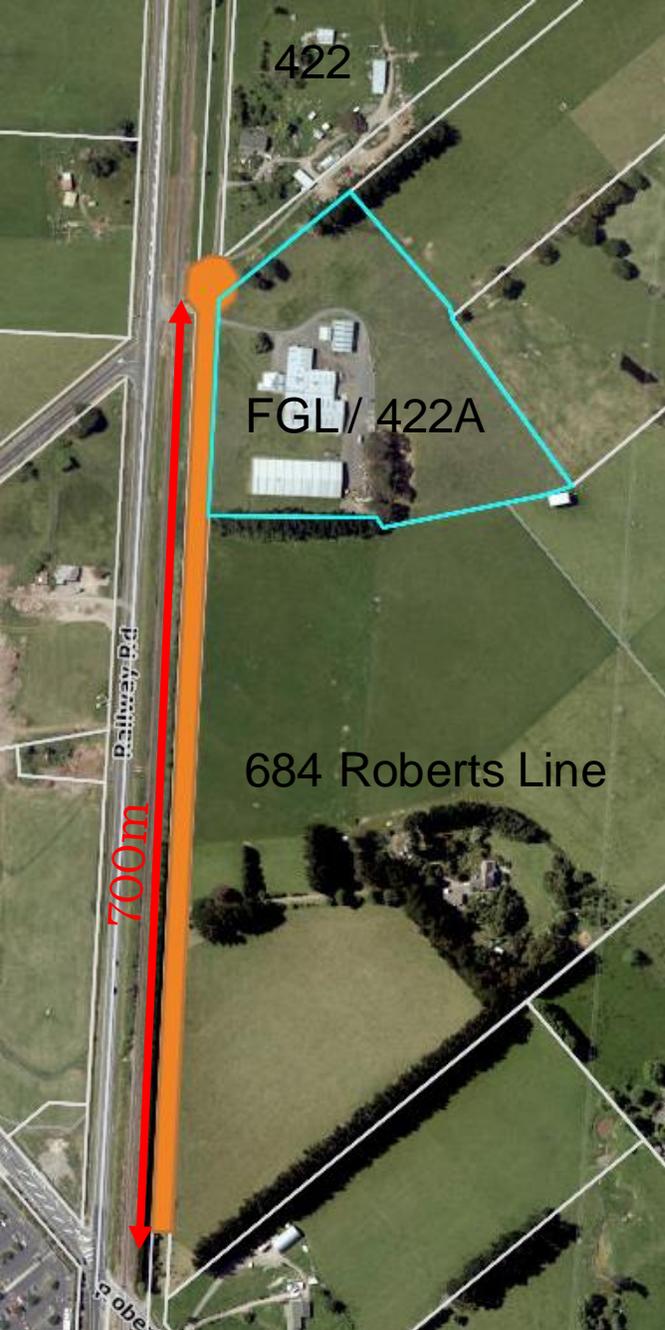
What level of access and connectivity does Farmgear Ltd require?

Staff. As mentioned, FGL currently employs 28 staff onsite each day, and we see this growing towards 40 within 5 years. Currently, our staff travel from Levin, Marton, Feilding, and PN. Staff living in nearby suburbs, such as Milson, will often bike to work, others try to car-pool where possible. At present, we see around 25+ *Staff* vehicles come onsite each day.

Suppliers. A business of this size relies heavily on fast and regular service and deliveries from many PN-based support businesses each day. We currently have around 15-20 *Supplier* vehicles come to site daily, including Steel supply, Welding consumables, Waste disposal, Office supplies, Business Representatives, Service Technicians, Paint Supplies, Sand-blasting operator etc.

Freight & Courier. Having access to the main transport routes in the region, like we do now, is critical to our business operation. We have pallet-loads of products arriving every day from all over NZ. Most of our products are also dispatched each day by truck. Regular Courier services are also vital, both early in the morning and in the evening. With our current access to Railway Road, we receive good service at both times of the day. We would currently expect around 10-15 *Freight and Courier* vehicles each day.

Customers. Customer visits are not overly regular at present, but need to be considered, especially as our path-to-market changes to more Direct-sell. We currently see approximately 1-2 Customer visits per day.



What would an adequate access look like?

1. Consideration also needs to be given to the property at 442 Railway Road, which is also set to lose its access with the road closure. This property is currently used for Firewood processing and distribution, so has significant vehicle movements.
2. The combined vehicle movements of both properties could exceed 150 per day.
3. KiwiRail's proposal to form Sangsters Road (which currently is only a paper road) from Roberts Line through to our property makes sense. As shown, it is a 700m (+/-) straight length **but MUST be constructed into a fully formed council-owned road and a Cul-de-sac** (or similar road ending) allowing two-way traffic, and room for vehicles to turn around at the end.
4. The property at 684 Roberts Line will also need to have access off this new road. All three properties need to be **legally independent** with no sharing such as a Right-of-Way or Easement access.
5. The connection to Roberts Line will be discussed in the next part of my submission.

Part 2.

Roberts Line / Railway Road Intersection Closure Proposal

- 1. What we know so far.** As set out in the KiwiRail NoR documentation, PNCC has requested to KiwiRail to have permission to close the two public Level Crossings along Railway Road; Roberts & Clevely Lines. This in turn will allow them to close the respective road intersections. This request by PNCC seems to have effectively removed the impact that the proposed Railway Road closure will have on users of Roberts & Clevely Line from the KiwiRail NoR process, other than to indicate some travel time increases.
- 2. Do the Public know?** It was reported by Stuff on 12th August 2021 that PNCC wishes to act on these proposed closures this much sooner than would happen if they followed the KiwiRail development process. To my knowledge, this is the first that this issue has been publicly announced. No consultation with the PN public has taken place. I have made four attempts over 3 months to have a meeting with the PNCC Infrastructure team to discuss this constructively, but so far have been either pushed off or ignored. I expect that only a very few people living in the area will be aware of what PNCC is planning to do.

So what is wrong with this proposal? Why do I oppose it?

Firstly, I openly acknowledge that both the Roberts & Clevely Line Level Crossings and road intersections (*as they are today*) are dangerous. Acute approach angles, short landings between the rail and road and no flush medians make these intersections difficult to safely negotiate. However, let's look at these separately:

Clevely Line: While closing the Clevely Line Crossing will impact some residents in the immediate area in getting to PN & Feilding, the detour through either Bunnythorpe, Tutaki Road or Stoney Creek Road will be relatively short, and the actual number of vehicles affected each day will not be large. It is not a well-used commercial route, and an alternative to this, especially with the closing of Railway Road would probably not be feasible. I think that closing this crossing is sensible.

Roberts Line: This intersection presents a totally different story! To explain why closing this crossing and intersection is such a short-sighted proposal, we need to look at

1. PN's existing, growth and future Housing and Industrial zones
2. Spacings between Rails crossings and traffic pressure spots
3. Connectivity between zones for all traffic (Public Transport, Cycling, private vehicles & Commercial Transport)

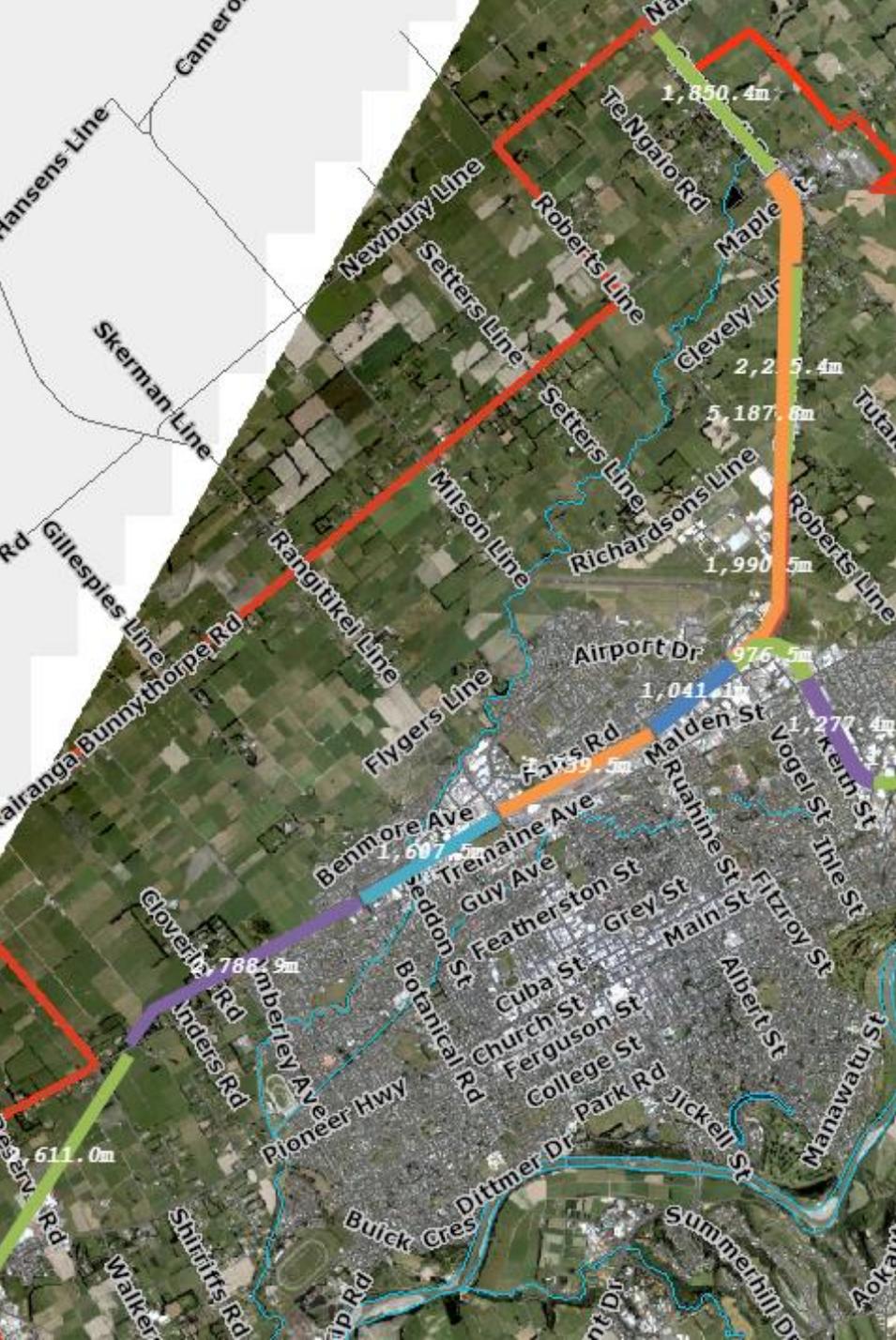


Where we Live & Work

As the map shows, the NIMT Railway Line creates a dividing line between the Kelvin Grove & Whakarongo Housing areas and the NEIZ / RFH.

It is paramount for a city to provide excellent connectivity between these community zones to facilitate efficient movement of people and goods. A lack of good routes stifles growth and creates long-term bottle-necks and frustration.

Distances between Rail Crossings : Do we want division or Connections?

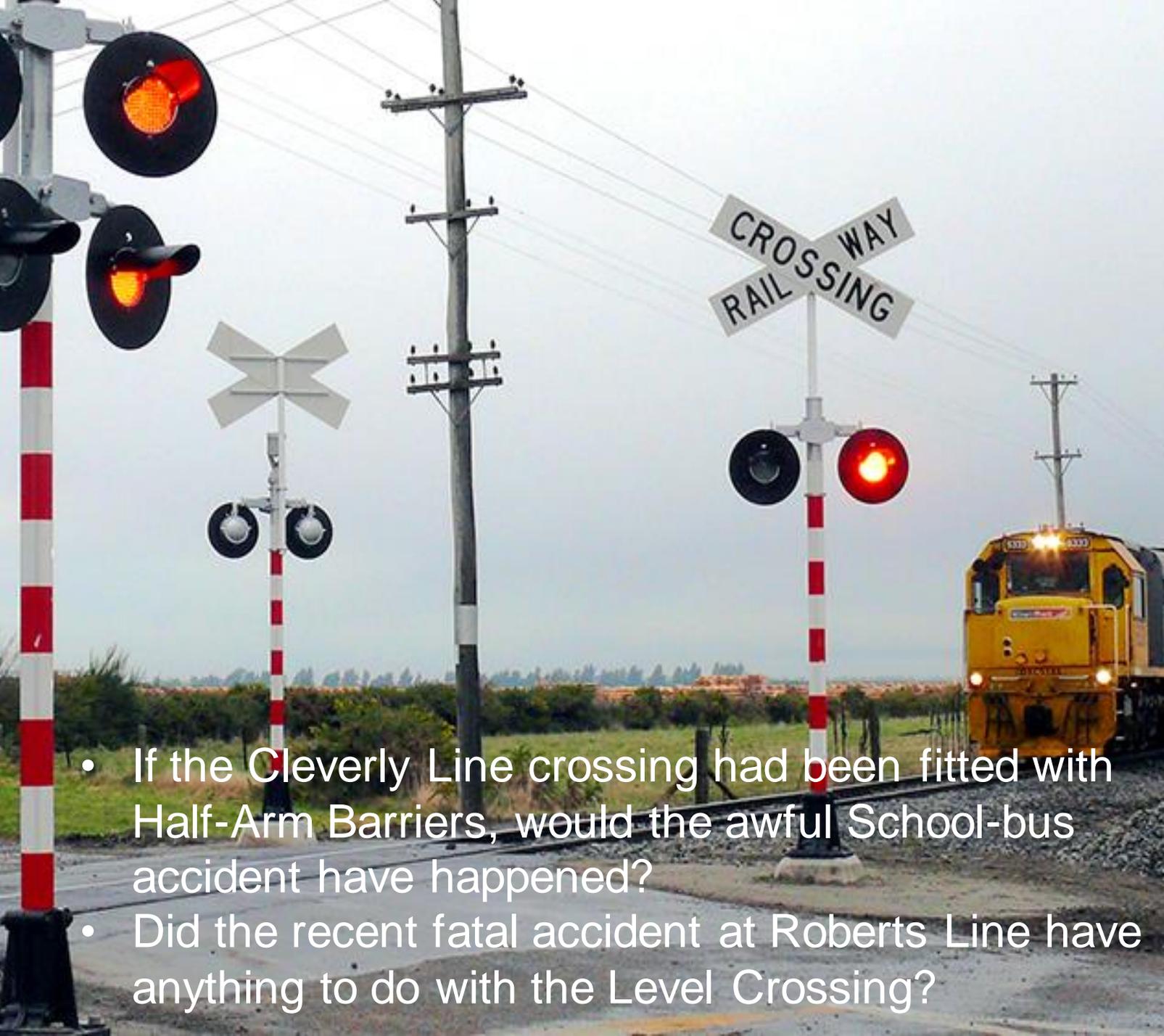


Railway Segment (Road Crossings)	Segment Distance	
Waughs Road - Bunnythorpe	1850m	
Bunnythorpe – Cleveley Line	1050m	5300m if Cleveley & Roberts Lines are both Closed
Cleveley – Roberts Line	2250m	
Roberts Line – Railway Road	2000m	
Railway Road – Milson Line	1000m	
Railway Road – Tremain Avenue (KG)	980m	
Tremain Avenue (KG) – Mihaere Drive	1270m	
Mihaere Drive – Roberts Line (KG)	1030m	
Roberts Line (KG) – James Line	1000m	
James Line – Stoney Creek Road	1020m	
Milson Line – Rangitikei St	1720m	
Rangitikei St – Gillespies Line	1640m	
Gillespies Line – No1 Line	2780m	
No1 Line - Longburn	2640m	

This really speaks for itself. The closure of the Roberts Line connection to Railway Road will create a 5.3Km 'slash' between two of PN's main growth regions. Once this connection is removed, and the 'great divide' is created **no generation will be able to restore it!** This is MADNESS!!

Who is most affected? What are the Big-picture repercussions?

- 1. Over-loading Intersections:** The Railway Road – Tremaine Ave intersection stands to be impacted heavily. It appears to already reach its capacity at peak traffic flows. What modelling has been done to show the affect that diverting of the traffic that use Roberts Line now will have on this hot-spot, and the increase that will come with future growth in these zones? Isn't this just making a current issue worse?
- 2. Public Transport & Cycling Routes:** If PNCC is truly keen to continue to offer Public Transport and Cycling pathways between major community zones, Roberts Line is surely a vital link in that plan. 10 years from now, we can expect hundreds of workers to be needing to get from Kelvin Grove & Whakarongo to the new Industrial areas. What routes will be available to them?
- 3. Alternative Routes in cases of Emergency:** Ensuring short distances between alternative routes becomes so important when unexpected events close roads. What will happen if Railway Road has to temporarily close? Isn't Roberts Line the ideal fail-over route?



Level Crossing Safety? Are well-designed crossings really too dangerous?

Rail Safety Statistics collected from the TrackSafe Foundation show that around 45% of Vehicle-related train accidents resulting in either serious injury or death happen at Level Crossings. This drops to to 25% that occur at signal-controlled crossing.

Unfortunately, no data seems to be available to separate those that occur when a crossing has Half-arm barriers.

However, we can safely conclude from experience and common-sense, that accidents at such crossings are rare.

- If the Cleverly Line crossing had been fitted with Half-Arm Barriers, would the awful School-bus accident have happened?
- Did the recent fatal accident at Roberts Line have anything to do with the Level Crossing?

What is the alternative? Can the Roberts Line / Railway Road intersection be made Safe instead of Closed?

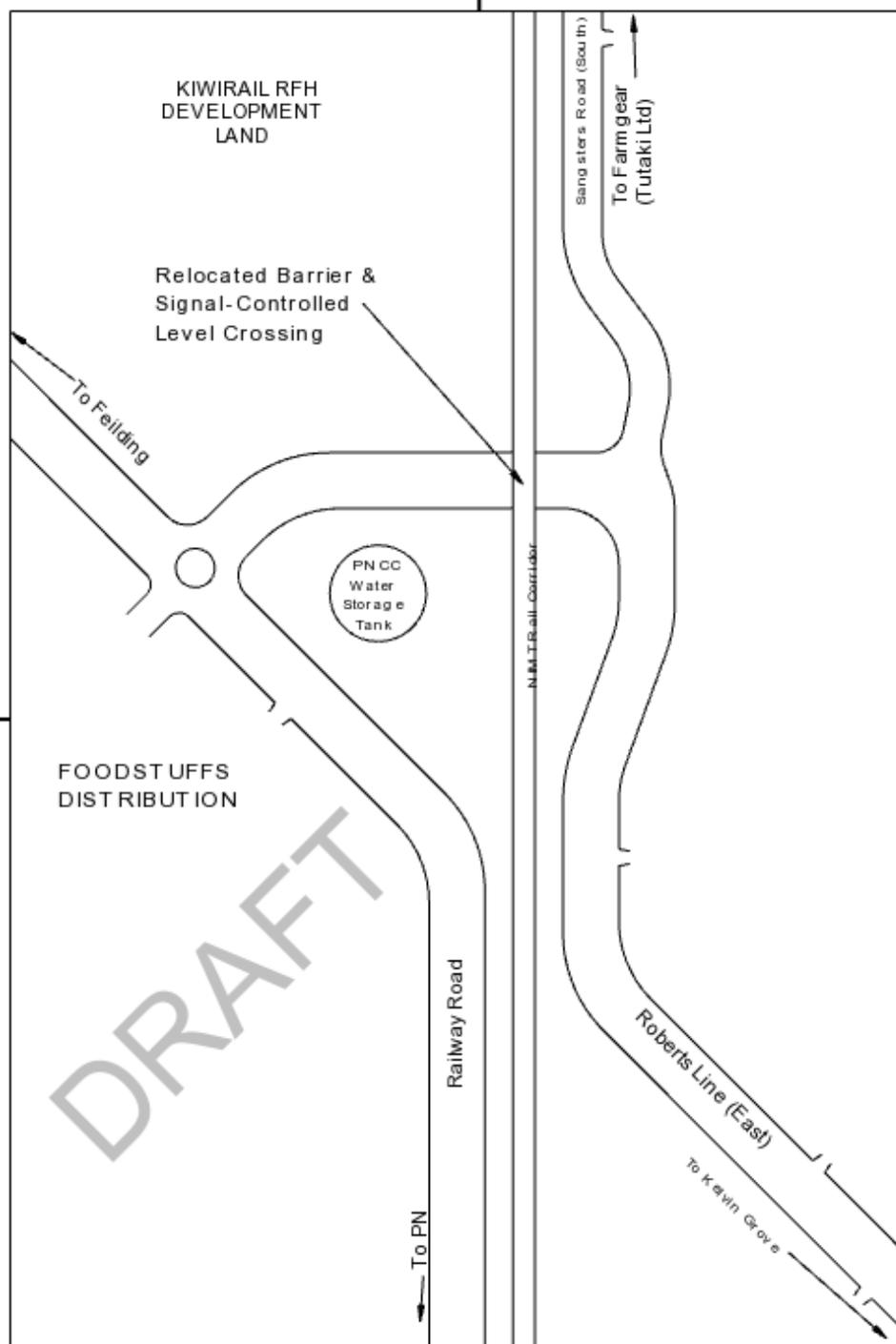
Yes!

Closing an Intersection because it is deemed unsafe is only one option, and in this case is a very short-sighted and poorly thought-out one!

However, the proposed closing of a section of Railway Road by KiwiRail presents PNCC with an **incredible opportunity** to provide a vital link and a safe intersection that would not be possible if Railway Road were to remain intact.

The Long-term benefits of ensuring good connectivity between community zones **cannot be over-estimated**. No-one will look back in 10 years time and wish the road was closed!

(The installation of a round-about outside the Foodstuffs Truck Gate will also provide a much safer traffic-management solution for all Foodstuffs traffic. I understand this is of concern to Foodstuffs and PNCC Roading engineers).





In Conclusion..

We believe that the ambitious Kiwirail RFH proposal creates an amazing opportunity for PN to grow and develop.

However, PNCC ***is obliged*** to ensure the best interests of the residents and existing businesses are provided for in every way; in connectivity, privacy, good living, key services and safety.

Knee-jerk reactions and a lack of consultation will never grow a city.

Thank you.